

**SUMMARIZED MINUTES  
SCOTTSDALE TRANSPORTATION COMMISSION  
Regular Meeting**



**THURSDAY, JUNE 15, 2006  
CITY HALL KIVA  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA 85251**

**PRESENT:** Brian Davis, Vice-Chair  
Kelly McCall, Commissioner  
William Howard, Commissioner  
Matthew Taunton, Commissioner  
J. David Hill, Commissioner  
Andrea Michaels, Commissioner

**ABSENT:** Mark Gilliland, Chair

**STAFF PRESENT:** Rose Arballo, Transportation Commission Coordinator  
Mary O'Connor, Transportation General Manager  
Paul Porell, Traffic Engineering Director

**OTHERS:** Paul Basha, Morrison Maierle

**CALL TO ORDER**

The Regular meeting of the Scottsdale Transportation Commission was called to order by Vice-Chair Davis at 6:10 p.m.

**ROLL CALL**

A formal roll call confirmed the members present as stated above.

**1. Introduction of New Commissioner, Ms. Andrea Michaels**

Vice-Chair Davis invited Commissioner Michaels to introduce herself.

**2. APPROVAL OF MEETING MINUTES**

**Study Session of the Transportation Commission - May 18, 2006  
Regular Meeting of the Transportation Commission - May 18, 2006**

Commissioner McCall remarked that she had no comments, other than to congratulate A/V-Tronics on a wonderful job of writing the minutes for the May 18 meeting, which she had missed.

**COMMISSIONER MCCALL MADE A MOTION TO APPROVE THE MINUTES OF THE MAY 18, 2006 REGULAR MEETING AND STUDY SESSION. THE MOTION CARRIED BY A UNANIMOUS VOTE OF SIX (6) TO ZERO (0).**

3. **PUBLIC COMMENT**

None.

4. **NEIGHBORHOOD TRAFFIC MANAGEMENT POLICIES AND PROCEDURES**

Mr. Porell noted this is a continuing discussion regarding the update of the Neighborhood Traffic Management Policies and Procedures.

Mr. Basha of Morrison Maierle explained the changes made in the draft policy. The phrases "neighborhood traffic management program" and "traffic calming devices" have been used interchangeably in the past. Staff has reviewed the document carefully and is no longer using these phrases interchangeably.

On page 5, items 24 and 25 have been added. These indicate that the City will measure traffic volumes and travel speeds after traffic calming devices have been installed. The information sheet entitled "Traffic Calming Information" has been edited. The lists of both advantages and disadvantages have been lengthened.

Mr. Basha noted that the question of defining "affected areas" versus "notification areas" has been a challenge for the Department and the Commission. Staff has examined the proposed policy to determine if they can develop definitive criteria. They developed three hypothetical examples, which Mr. Basha described to the Commission. The examples were shown to the Commission at the last meeting but the example street names have since been removed to avoid confusion. Mr. Basha concluded that the purpose of these examples is to indicate this is a difficult process.

Commissioner McCall thanked Mr. Basha for his thorough work and inquired whether the examples would be published. Mr. Basha stated that his company is recommending to staff that the examples should be posted on the website.

Ms. O'Connor advised that once the Commission has approved the documents, staff will gather public comment through the website and will schedule a public comment opportunity at the August or September Commission meeting. The document would then go to City Council for input prior to adoption.

Commissioner McCall asked whether the people in the notification area are welcome to give input at community meetings. Mr. Basha replied that the people in the notification area are encouraged to attend.

Commissioner McCall asked how the two groups are treated differently. Mr. Basha noted that the policy does not make a distinction between the two areas, other than to indicate that some people are more directly affected than others. The implication is that those in the affected area would have a greater number on the working committee if one is formed. He acknowledged that the Transportation Department would exercise judgment.

In a further exchange with Commissioner McCall, Mr. Basha referenced the recent Pima Acres case as an example of the affected area and the notification area being identical and fairly large. Commissioner McCall asked whether the Department has any reason to keep the group of people with input small. Mr. Basha noted that the Mountain View experience had taught everyone a lot. In the present document, streets must have residential frontage, which would exclude streets such as Mountain View. Also, the entire public process of two or three meetings with extensive notification will result in more people being involved.

Ms. O'Connor pointed out that the Mountain View case is a unique situation. Staff plans to use roadway signage as an additional notification method. Mr. Basha added that the document does not set the size for a working committee.

Commissioner McCall asked whether speed tables and speed humps extend into bike lanes. Mr. Basha replied that this depends on the location, outlining some of the factors taken into consideration.

Commissioner McCall noted that no timeline is mentioned in the document. Mr. Basha stated that they have included a goal of a prompt response. Ms. O'Connor added that there is no attempt to shirk responsibility. Setting an arbitrary timeline could interfere with the process of building consensus within the neighborhood. Commissioner McCall suggested that perhaps "open communication with the neighborhood as to the status of the project" might be added to Goal No. 8.

Commissioner McCall noted that on page 2, the information about the neighborhood speed hump program does not mention that the neighbors would be paying for the program. Ms. O'Connor commented that the Department would like the opportunity to implement speed humps at the City's expense as an interim measure. If people wanted to install speed humps in other situations, that would be at their own expense. Department Traffic Engineering staff prefer speed tables over speed humps as a permanent measure.

Commissioner McCall noted that item 24 on page 5 was hard to read. On the subject of the alternative initial petition, Commissioner McCall noted that collecting signatures on a petition is not an easy task. She believes that having three choices on the petition, including "yes," "no," or "no opinion," will allow people to express their opinion without a sense of conflict.

Vice-Chair Davis noted that the definition of "affected area" is only applicable to the petition process. Mr. Porell confirmed that is a correct understanding; however it needs to be recognized that some people are more impacted than others.

Commissioner Howard noted that on page 1 under "objectives," he would urge that they include the word "formal" before review and approval by the Fire Department and Police Department. Under objective 6, Commissioner Howard suggested stating "accumulated capital costs," rather than "capital costs exceeding \$20,000."

On page 3, Commissioner Howard noted that in the petition process, the City is obliged to provide a petition, information, and maps. This should include a fact sheet so that information is readily available to people who are approached to sign a petition.

Responding to Commissioner McCall's suggestion that "no opinion" should be an alternative offered on the petition, Commissioner Howard recalled that at the last meeting, discussion took place on the problem of how such votes would be counted.

Commissioner Michaels asked how school districts whose buses may be affected would be notified, suggesting that the document should deal with this. Mr. Basha commented that this is an excellent suggestion and the school districts should not be overlooked. Vice-Chair Davis asked where that would be added. Mr. Basha noted there are a number of other agencies to be included. The Transportation Department will need to decide on a case-by-case basis. This could be added under 1 E, which talks about notifying the Police and Fire Departments. Ms. O'Connor undertook that staff would elaborate on the list of potential agencies that should receive notification.

Commissioner Taunton suggested adding a flow chart to the documentation.

Commissioner McCall suggested using the Scottsdale Updates listserv to notify people who might be affected by neighborhood traffic calming measures but who do not live in the area. For residents who do not use the Internet, she suggested utility bill inserts. Ms. O'Connor agreed that using the listserv is an excellent means of communication. Utility bill inserts would not be timely as they have to be scheduled several months in advance of the mailing.

Vice-Chair Davis asked staff about the two petition processes. Mr. Porell explained that staff prefer the non-alternative petition. Vice-Chair Davis noted his concern with the non-alternative petition is that many citizens are apathetic. It may be impossible to gather enough signatures in many cases. He pointed out that in an election, only the voters who cast votes are counted.

Ms. O'Connor interjected that this discussion illustrates why staff recommend working with a community working group rather than using petitions. Staff will make this clear on the website. Vice-Chair Davis commented that since there is an alternative to the petition; the petition as it stands is acceptable to him.

Commissioner McCall commented that much of the discussion centers on the petition process. It would be interesting to include both petitions in the documentation and let the people circulating the petition choose which to use. Ms. O'Connor noted that staff believe the public should have the opportunity to comment on these options.

Vice-Chair Davis inquired about the criteria mentioned in the Study Session. Mr. Basha explained that one aspect of the traffic data, item 4 on page 1, is definitive. Traffic volumes must exceed 500 vehicles per day and over half of the traffic must be exceeding 30 miles an hour, regardless of the speed limit. If both of these criteria are met, the street will be considered for traffic calming purposes. If both criteria are not met, the street would probably be considered for other measures such as the speed awareness program. On page 4, item 17 there are sections for the three general types of traffic calming devices, with additional traffic data included. Mr. Basha noted that this additional data is subjective.

Vice-Chair Davis asked whether traffic measurements are taken at a specific time of day. Mr. Basha replied that the industry standard is to use high-quality technology that enables collection of data for up to seven days if necessary. Typically, traffic volume and speed is measured in 15-minute increments, but there is some discretion and measurements can be recorded by one-minute increments. Weekday measurements are typically done on Tuesday, Wednesday, or Thursday. Traffic issues related to churches are measured on Sunday, synagogues on Saturday, and mosques on Friday. In Scottsdale, the time of year is taken into consideration also.

**COMMISSIONER HILL MADE A MOTION THAT THE TRANSPORTATION COMMISSION APPROVE THE PUBLIC REVIEW DRAFT OF THE CITY'S NEIGHBORHOOD TRAFFIC MANAGEMENT POLICIES AND PROCEDURES, WITH COMMENTS AND CHANGES AS MENTIONED IN TONIGHT'S MEETING AND CAPTURED IN THE MINUTES; TO ALLOW THE DEPARTMENT TO GO FORWARD AND COLLECT, CONSIDER AND PRESENT THE RESULTS OF THAT PUBLIC COMMENT PROCESS TO THE TRANSPORTATION COMMISSION LATER THIS FALL. COMMISSIONER HOWARD SECONDED THE MOTION.**

Commissioner McCall asked to see the comments in writing before the document is released to the public. She noted that timing is on the Commission's side, since public outreach will not take place during the summer. She would appreciate an opportunity for final review at next month's meeting.

Ms. O'Connor suggested that perhaps this could be done at a staff level. Vice-Chair Davis noted that most of the comments tonight were questions. Ms. O'Connor offered that she could try to capture the suggestions from notes taken by staff, supplemented by consulting the minutes. Reviewing her notes, she mentioned, in no particular order:

Commissioner Taunton suggested adding a simple flow chart describing the process.

Commissioner Michaels identified the need to notify school districts and other agencies that might be affected. Staff undertook to augment the references in the objective section that deal with notifying the Police and Fire Departments to reflect this.

Commissioner Howard identified the need for a fact sheet to be provided with the petition. Staff have undertaken to do this.

Vice-Chair Davis identified the need for documentation of the affected area as part of the staff work, and the need to carry forward the two alternative petitions in the public review draft. Ms. O'Connor had indicated that in addition, staff would frame that information so that the public would understand the differences between the petition options.

Commissioner McCall identified e-mail subscription lists as a notification option for those who would not be in the affected or notification area; that the potentially affected area graphic should be included in the public review draft, and that staff should err on the side of inclusion in the notice process. She also identified the need to elaborate on the information regarding the prompt response by staff to acknowledge the need for frequent and prompt communication with neighborhoods about their requests of developing a timeline associated with the process. Commissioner McCall also identified a need for material to elaborate on the neighborhood speed hump program so that it is clear there are no false expectations on how that might be accomplished or what the speediest way for neighbors to obtain these different measures might be.

Ms. O'Connor added that on item 24 on page 5, she had noted a change in language to reflect Commissioner McCall's comment regarding the sense of the statement. It now will read "The City of Scottsdale determines necessity and extent of additional traffic data collection."

Commissioner Howard added two comments he had made while Ms. O'Connor was momentarily absent. The review by the Police and Fire Departments should be identified as a formal review with a written response. The last line of the first page should refer to an accumulated amount of \$20,000.

**VICE-CHAIR DAVIS CALLED FOR A VOTE THAT THE DRAFT BE EDITED TO SHOW THE MINOR CHANGES REQUESTED BY THE COMMISSION.**

**THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ONE (1), WITH COMMISSIONER MCCALL DISSENTING.**

Commissioner McCall asked Ms. O'Connor that she would like to see the draft document before it is released for public review. Ms. O'Connor replied that staff could send the document to Commission members via e-mail before posting it on the website. Commissioner McCall expressed a wish to discuss ideas to present the document to the public. Ms. O'Connor outlined that during the summer staff plan to post the information on the City website and use listservs to alert people to it. Staff will advise City Council of the existence of the public review draft and that there will be an opportunity for public comment at a Transportation Commission meeting in the Fall. More outreach will be done starting after the summer vacation period in late August.

Commissioner McCall remarked that there is a list of communities who are interested in this document because they want to look at neighborhood traffic calming. She would like those communities to be involved in the outreach. Ms. O'Connor agreed that was a good point. Staff will make sure these groups are notified.

## 5. **CURRENT TRANSPORTATION PROJECT UPDATE**

Ms. O'Connor reported that since City Council adopted the draft budget for FY 2006/07, staff will be able to proceed with projects in the Transportation Operating and Capital Budget. Associated with Proposition 400 implementation, staff positions approved in the budget process include a Right-of-Way Manager, Traffic Engineer and Transportation Planner. The contract security guard positions at the Airport will be converted to City positions.

Ms. O'Connor reported that she attended the Arizona Chamber of Commerce Transportation Acceleration Summit, held yesterday. Transportation officials, Arizona Chamber members, and elected officials were invited to attend. The focus was discussions with the Legislature regarding statewide funding for transportation infrastructure, primarily aimed at freeway acceleration in this region. She added that when copies of the presentations are received, they will be forwarded to the Commission and City Council for review. These presentations will be posted on the Arizona, ADOT, or MAG website.

Staff continues to schedule joint meetings of the Transportation Commission and other bodies regarding the Transportation Master Plan. These include meetings with the City of Phoenix Citizens Transit Commission and the City of Tempe Transportation Commission and with the Scottsdale Planning Commission and the Airport Advisory Commission.

The City's first free neighborhood circulator trolley route began operating on Sunday, June 4. It runs approximately every 20 minutes from 6:30 a.m. to 9:00 p.m. every day of the week. Ms. O'Connor presented a photograph of one of the trolleys, which are accessible. She noted that 517 riders used the service in the first week of operations, but staff anticipates ridership to increase. Funding for route improvements is available in the 2006/2007 budget and staff will begin planning in the fall with input from the public.

Ms. O'Connor reported that City Council is scheduled to consider a construction contract to complete the widening of Pima Road to six lanes from Loop 101 to Thompson Peak. This will include a realignment of Pima Road and buffering in the vicinity of the Ironwood Village subdivision. Design work on Pima Road is 60 percent completed for the Thompson Peak to Pinnacle Peak section. A study of noise impact on the neighborhoods has been done and rubberized asphalt will be used. A community meeting to discuss this project is scheduled for July.

The final phase of construction for Thompson Peak from Bell Road to Union Hills will begin in July. This is being performed by the Toll Brothers under a development stipulation. Completion is scheduled for November.

A project to improve McDonald Drive from Scottsdale Road to 78th Street is under design. A community meeting was held this week and construction is tentatively scheduled for Spring 2007. Designs to improve two sections of Cactus Road are under way. Intersection improvements on Shea Boulevard at 90th Street and 92nd Street are scheduled to be constructed later this summer. Plans to improve Indian School Road from Drinkwater to Pima are 90 percent complete. This will be constructed under the construction manager at risk method. A final community meeting on the design will be held in the fall.

On the subject of Loop 101 photo enforcement, Ms. O'Connor reported that the number of warning notices issued stands at 16,256. Approximately 38,421 citations have been filed with the Court to date. An additional 24,821 notices of violation have been mailed. The Technical Evaluation Committee will meet in July and Scottsdale staff will make a presentation to the Governor's Highway Safety Group in August. Ms. O'Connor stated that although staff feels the project is progressing successfully, they will wait for an objective evaluation before determining the success or failure of the demonstration program.

She stressed that the Department is not measuring the success of the project by the dollars collected through enforcement. The measurement of success is the impact on speed and driver behavior.

Commissioner Michaels asked Ms. O'Connor to address the study regarding residential units at SkySong. Ms. O'Connor replied that staff has a draft traffic impact report, updated to reflect the current proposal. Assistant City Manager Gawf has shared information from the draft with the Ad Hoc Committee. Mr. Porell elaborated that the analysis updated a previous analysis for the site, including additional residential units. The new analysis found that the improvements initially proposed for the site were adequate to handle the additional traffic. Ms. O'Connor added that another element that was part of the original impact analysis was a neighborhood buffer area on 74th Street at the southern edge of the project. Commissioner Michaels asked how many residential units were considered in the project analysis. Mr. Porell replied that the report used the figure of 542 residential units, plus 300 hotel units.

Ms. O'Connor mentioned that this is Commissioner Hill's last meeting, as Mr. Josh Weiss will be taking his place on the Commission at the next meeting. She thanked Commissioner Hill, recalling that she worked with him before she joined the City. The example he set as an active, involved, and thoughtful member of the community was one of the things that encouraged her to come back to Scottsdale. He has exemplified the kind of activity staff hopes to see residents participate in as members of a Board or Commission. She hoped he would attend the next meeting so that he can be properly thanked.

Commissioner McCall asked whether there are other neighborhoods that are candidates for the free circulator service. Ms. O'Connor replied that the 2003 Transit Plan adopted by City Council did call for other locations for neighborhood circulator transit routes in the north area and in central Scottsdale. As part of the Transportation Master Plan, staff would like to continue looking at how this kind of system might work, particularly to connect people to other transit services or to address locations that are hard to serve with traditional transit. Commissioner McCall noted that the hub near the hospital at Shea Boulevard and the Loop 101 might be a good area to implement this service in the future.

Commissioner McCall asked whether Thompson Peak Parkway would connect as a loop to Pima Road. Ms. O'Connor confirmed this.

Commissioner McCall asked for an update on the intersection at McDonald and Hayden. Ms. O'Connor replied it is scheduled to be complete in November. The work at 96th Street is scheduled to be complete by the end of June.

Commissioner McCall asked whether there has been a downward trend in the number of photo enforcement citations issued each month. Mr. Porell replied that staff is tracking the citations on a daily basis. He described a slight upward trend during the first 30 days. After approximately 45 days the trend reversed and is now trending downward. He noted more citations on the weekend than on weekdays. The publicity surrounding some high profile arrests also influences the downward trend. Commissioner McCall inquired whether safety will be measured in evaluating the success of the program. Mr. Porell replied that safety through reduced speed is the primary purpose of the demonstration project. Staff is working with DPS to gather a more complete record of the collisions that have occurred since the demonstration project began. Anecdotal and observational evidence suggests that safety has improved, but no statistical analysis is available at this time. Mr. Porell noted that staff does not anticipate releasing interim results of the analysis.

Vice-Chair Davis asked if the recent high-profile violator had been detected using the photo enforcement equipment. Mr. Porell confirmed that the photo enforcement equipment had identified this driver at four separate locations traveling over 100 miles an hour. The driver has been arrested, arraigned, and charged with multiple violations. Vice-Chair Davis commented that cases such as this demonstrate disregard for the safety of others. Without photo enforcement these drivers likely would not have been identified.

6. **PUBLIC COMMENT**

None.

7. **COMMISSIONER COMMENTS**

Commissioner McCall stated that in driving around the area from 96th to 104th Street north of Shea Boulevard, she is disappointed that landscaping blocks the lines of sight and signage. For example, at 96th Street and Cactus the tail of the horse sculpture blocks the view of the indicator box for pedestrians. She asked whether staff will have these matters rectified. Mr. Porell undertook to discuss the exact locations with Commissioner McCall after the meeting.

Commissioner McCall noted that on Mountain View there is a pedestrian crosswalk that does not have a curb cutout. Mr. Porell replied that the addition of the ramp at that location is being coordinated with the Capital Project Management Division and will be included in a construction project in the near vicinity. Mr. Porell will notify Commissioner McCall when this is scheduled.

Commissioner McCall recommended that new Commissioners view the DVD that was made of Rick Cole's presentation at a Master Plan meeting. It would be good preparation for the work of the Commission.

Commissioner McCall thanked Commissioner Hill for his service on the Transportation Commission, and presented him with a Valley Metro baseball cap. She commented it was a pleasure to work with Commissioner Hill and admires his support of public transit.

Commissioner Hill thanked Commissioner McCall, noting it has been a pleasure and an honor to serve on the Transportation Commission. He thanked Ms. O'Connor for her comments and said he had enjoyed working with Mr. Porell, Mr. Meinhart, Ms. Arballo and the other Transportation Department staff. He urged anyone who has an interest in community involvement to consider serving on a Commission or Board.

Vice-Chair Davis thanked Commissioner Hill for his six years of service on the Commission.

8. **IDENTIFICATION OF FUTURE AGENDA ITEMS**

Ms. O'Connor noted that there will be a presentation by Mike James of SR Beard/HDR on high capacity transit at the July meeting.

There is a possible variance request by a developer to the Shea Boulevard policy.

There could be consideration of a text amendment to the General Plan proposed by the Planning Commission at the joint meeting of the two Commissions.

The Transportation Commission will also consider recommendations to City Council regarding the Commission's enabling ordinance. A City Attorney representative will attend this discussion.

Commissioner McCall mentioned there was prior discussion regarding a presentation by the various groups involved in street maintenance. Ms. O'Connor noted that staff are holding a coordination meeting with the maintenance groups and will get a time frame for placing that on the agenda of a future Transportation Commission meeting. Commissioner McCall recalled that public art maintenance was part of the previous discussion. Ms. O'Connor explained that the Scottsdale Cultural Council is responsible for that, and staff could request a presentation.



Commissioner McCall noted that Ms. Astin has attended an ADA Coordinators conference and hoped she could give the Commission a report. Ms. O'Connor suggested this could be consolidated with a report that she is planning to make on the status of public rights-of-way guidelines out for review from the U.S. Access Board.

Commissioner McCall inquired about a presentation regarding the Ethics Task Force. Ms. O'Connor advised that the City Attorney's Office is preparing material for presentation to all Boards and Commissions after July

Commissioner Howard remarked that the continuing status of the Transportation Master Plan should be on the agenda. Ms. O'Connor replied this will always be on the agenda, but this month, staff had nothing new to report.

## **ADJOURNMENT**

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:48 p.m.

**\*NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.**

**IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES, THE SUMMARIZED MINUTES OF THE TRANSPORTATION COMMISSION MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITH QUOTATION MARKS ARE VERBATIM.**

**SUBMITTED BY:**

**A/V Tronics**

**Officially approved by the Transportation Commission on 7/20/06**